



## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 97

[Docket No. [31386](#); Amdt. No. [3971](#)]

### Standard Instrument Approach Procedures, and Takeoff Minimums and Obstacle Departure Procedures; Miscellaneous Amendments

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule establishes, amends, suspends, or removes Standard Instrument Approach Procedures (SIAPS) and associated Takeoff Minimums and Obstacle Departure procedures (ODPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of changes occurring in the National Airspace System, such as the commissioning of new navigational facilities, adding new obstacles, or changing air traffic requirements. These changes are designed to provide safe and efficient use of the navigable airspace and to promote safe flight operations under instrument flight rules at the affected airports.

**DATES:** This rule is effective [INSERT DATE OF PUBLICATION IN THE FEDERAL REGISTER]. The compliance date for each SIAP, associated Takeoff Minimums, and ODP is specified in the amendatory provisions.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of [INSERT DATE OF PUBLICATION IN THE FEDERAL REGISTER].

**ADDRESSES:** Availability of matters incorporated by reference in the amendment is as follows:

**For Examination**

1. U.S. Department of Transportation, Docket Ops-M30. 1200 New Jersey Avenue SE, West Bldg., Ground Floor, Washington, D.C., 20590-0001.
2. The FAA Air Traffic Organization Service Area in which the affected airport is located;
3. The office of Aeronautical Information Services, 6500 South MacArthur Blvd., Oklahoma City, OK 73169 or,
4. The National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email [fr.inspection@nara.gov](mailto:fr.inspection@nara.gov) or go to:  
<https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**Availability**

All SIAPs and Takeoff Minimums and ODPs are available online free of charge. Visit the National Flight Data Center at [nfdc.faa.gov](http://nfdc.faa.gov) to register. Additionally, individual SIAP and Takeoff Minimums and ODP copies may be obtained from the FAA Air Traffic Organization Service Area in which the affected airport is located.

**FOR FURTHER INFORMATION CONTACT:** Thomas J. Nichols, Flight Procedures and Airspace Group, Flight Technologies and Procedures Division, Flight Standards Service, Federal Aviation Administration. Mailing Address: FAA Mike Monroney Aeronautical Center, Flight Procedures and Airspace Group, 6500 South MacArthur Blvd., Registry Bldg 29 Room 104, Oklahoma City, OK 73169. Telephone (405) 954-4164.

## **SUPPLEMENTARY INFORMATION:**

This rule amends 14 CFR part 97 by establishing, amending, suspending, or removes SIAPS, Takeoff Minimums and/or ODPS. The complete regulatory description of each SIAP and its associated Takeoff Minimums or ODP for an identified airport is listed on FAA form documents which are incorporated by reference in this amendment under 5 U.S.C. 552(a), 1 CFR part 51, and 14 CFR part 97.20. The applicable FAA Forms 8260-3, 8260-4, 8260-5, 8260-15A, 8260-15B, when required by an entry on 8260-15A, and 8260-15C.

The large number of SIAPs, Takeoff Minimums and ODPs, their complex nature, and the need for a special format make publication in the *Federal Register* expensive and impractical. Further, airmen do not use the regulatory text of the SIAPs, Takeoff Minimums or ODPs, but instead refer to their graphic depiction on charts printed by publishers or aeronautical materials. Thus, the advantages of incorporation by reference are realized and publication of the complete description of each SIAP, Takeoff Minimums and ODP listed on FAA form documents is unnecessary. This amendment provides the affected CFR sections and specifies the typed of SIAPS, Takeoff Minimums and ODPs with their applicable effective dates. This amendment also identifies the airport and its location, the procedure, and the amendment number.

### **Availability and Summary of Material Incorporated by Reference**

The material incorporated by reference is publicly available as listed in the ADDRESSES section.

The material incorporated by reference describes SIAPS, Takeoff Minimums and/or ODPs as identified in the amendatory language for part 97 of this final rule.

### **The Rule**

This amendment to 14 CFR part 97 is effective upon publication of each separate SIAP, Takeoff Minimums and ODP as amended in the transmittal. Some SIAP and Takeoff Minimums and textual ODP amendments may have been issued previously by the FAA in a Flight Data Center (FDC) Notice to Airmen (NOTAM) as an emergency action of immediate flights safety relating directly to published aeronautical charts.

The circumstances that created the need for some SIAP and Takeoff Minimums and ODP amendments may require making them effective in less than 30 days. For the remaining SIAPs and Takeoff Minimums and ODPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs and Takeoff Minimums and ODPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Procedures (TERPS). In developing these SIAPs and Takeoff Minimums and ODPs, the TERPS criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs, Takeoff Minimums and ODPs, and safety in air commerce, I find that notice and public procedure under 5 U.S.C. 553(b) are impracticable and contrary to the public interest and, where applicable, under 5 U.S.C. 553(d), good cause exists for making some SIAPs effective in less than 30 days.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore-(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the

FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

**Lists of Subjects in 14 CFR part 97;**

Air Traffic Control, Airports, Incorporation by reference, Navigation (Air).

Issued in Washington, DC on [August 20, 2021](#).

Wade E.K. Terrell

Aviation Safety, Flight Standards Service

Manager (A), Flight Technologies and Procedures Division

**ADOPTION OF THE AMENDMENT**

Accordingly, pursuant to the authority delegated to me, Title 14, Code of Federal Regulations, Part 97 (14 CFR part 97) is amended by establishing, amending, suspending, or removing Standard Instrument Approach Procedures and/or Takeoff Minimums and Obstacle Departure Procedures effective at 0901 UTC on the dates specified, as follows:

**Part 97-Standard Instrument Approach Procedures**

1. The authority citation for part 97 continues to read as follows:

AUTHORITY: 49 U.S.C. 106(f), 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44701, 44719, 44721-44722.

2. Part 97 is amended to read as follows:

**Effective 7 October 2021**

Fairbanks, AK, Fairbanks Intl, Takeoff Minimums and Obstacle DP, Amdt 7

Atlanta, GA, KATL, ILS OR LOC RWY 28, ILS RWY 28 (SA CAT I), ILS RWY 28 (CAT II), Amdt 5

Atlanta, GA, KATL, ILS PRM RWY 28 (CLOSE PARALLEL), ILS PRM RWY 28 (CLOSE PARALLEL) (SA CAT I), ILS PRM RWY 28 (CLOSE PARALLEL) (CAT II), Amdt 5

Lihue, HI, PHLI, RNAV (RNP) Z RWY 21, Orig-B

Dubuque, IA, KDBQ, RNAV (GPS) RWY 18, Orig-C

Chicago/Rockford, IL, KRFD, ILS OR LOC RWY 7, ILS RWY 7 (SA CAT I), ILS RWY 7 (CAT II), ILS RWY 7 (CAT III), Amdt 2

Chicago/Rockford, IL, KRFD, RNAV (GPS) RWY 19, Amdt 2D

Leonardtown, MD, 2W6, RNAV (GPS) RWY 29, Amdt 1A

Carrabassett, ME, B21, RNAV (GPS)-A, Amdt 1

Benton Harbor, MI, Southwest Michigan Rgnl, Takeoff Minimums and Obstacle DP,  
Amdt 7A

Caledonia, MN, Houston County, Takeoff Minimums and Obstacle DP, Orig

Fairmont, MN, KFRM, ILS OR LOC RWY 31, Amdt 1A

Fairmont, MN, KFRM, RNAV (GPS) RWY 13, Orig-B

International Falls, MN, Falls Intl-Einarson Field, Takeoff Minimums and Obstacle DP,  
Amdt 4A

Great Falls, MT, KGTF, RNAV (RNP) Z RWY 21, Orig-E

Watford City, ND, S25, RNAV (GPS) RWY 12, Amdt 1

Watford City, ND, S25, RNAV (GPS) RWY 30, Amdt 1

Albany, NY, Albany Intl, Takeoff Minimums and Obstacle DP, Amdt 14

New York, NY, KLGA, RNAV (GPS) X RWY 22, Orig

Gold Beach, OR, Gold Beach Municipal Airport, NELL ONE Graphic DP

Gold Beach, OR, Gold Beach Municipal Airport, Takeoff Minimums and Obstacle DP,  
Orig

La Grande, OR, La Grande/Union County, LA GRANDE ONE Graphic DP

Coatesville, PA, KMQS, ILS OR LOC RWY 29, Amdt 8

Coatesville, PA, KMQS, RNAV (GPS) RWY 11, Amdt 1

Coatesville, PA, KMQS, RNAV (GPS) RWY 29, Amdt 1

Crewe, VA, W81, RNAV (GPS)-B, Amdt 1

Burlington, VT, KBTv, RNAV (GPS) RWY 15, AMDT 1C

Pullman/Moscow, WA, KPUW, RNAV (GPS) Y RWY 23, Amdt 3

Jackson, WY, Jackson Hole, GEYSER SIX Graphic DP

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